NEW YORK HERALD.

JAMES GORDON BENNETT.

DEFICE N. W. CONNER OF FULTON AND NASSAU STS.

column three rejected.
ALL LETTERS by mail; for Subscriptions, or with Adverissements, to be post paid, or the postage will be deducted from
the newsy resulted.
208 PRINTING executed with neatness, cheapness, and ADVERTISEMENTS renewed every day.

AMUSEMENTS THIS EVENING. BOWNEY THEATRE, Bowery.-PROPLE'S LAWYER-BROADWAY THEATRE. Broadway-BRUTUS-TO

BIBLO'S-IL BARRIERE DI SIVIGLIA. BURTON'S THEATRE, Chambers street-Paris AND

WATTONAL THEATRE, Chatham street-CRIME AND

WALLACE'S THEATER Broadway-FAIRS HVART AMBRICAN MUSRUM—Afternoon—Forwure's Frolic

ST. SHARLES THEATRE, Bowery-Ugolino-Eva-CHRISTY'S OPERA HOUSE, 472 Broadway—ETHIOPIAN

WOOD'S MINSTRELS, Wood's Musical Hall, 444 Broad-ray—Evenoreas Minstranter. CIRCUS, ST BOWERY-EQUESTRIAN ENTERTAINMENTS.

GEORANA, 886 Broadway-Banvand's Panorana or

RISLEY'S THAMES, at 406 Broadway. MOPE CHAPEL-DR. VALENTINE'S EVENINGS OF BC-

MHALER'S SOIRES MYSTERIEUSES, AN Broadway. OWEN'S ALPINE RAMBLES, 589 Broadway.

Sew York, Monday, April 4, 1853.

The Weekly Malls for the Pacific.

THE NEW YORK WEEKLY HERALD. The United States mail steamship Georgia, Captain Porter, will leave this port on Tuesday, at two o'clock, for Aspinwall. The mails for California and other parts of the Pacific

will close at one e'clock. The New York WEEKLY HERALD, California editio

with the latest intelligence from all parts of the world, will be published at 10 o'clock to morrow morning. Single copies, sixpence. 'Agents will please send in their

orders as early as possible.

The News.

No tidings had been received of the steamship Arctic, with four days later European news, at three o'clock this morning. A despatch from the Highands states that she had not been signalized at nine o'clock last evening, and the weather was so thick that she would not probably come up to the city before daylight, even should she reach the Hook.

The intelligence detailed by our special Washingion correspondents is of a very interesting and satisfactory character. It appears that despatches have been received from Commander Hollins, of the sloopof war Cyane, which put a somewhat new face up the San Juan affair. He states that, so far from his proceedings being disapproved by the British Consul at that place, they were undertaken at his express dation, as well as at the solicitation of th American citizens whose property the authorities had expressed a determination of destroying. The Americans, it seems, in the first place appealed to British Consul for protection, but, as he could interfere in their behalf, he advised them to apply to Captain Hollins. The rumor that a confiihad taken place between the Cyane and the British war steamer Devastation is, of course, a hoar. The latter vessel was at Havana on the 29th ult., looking out for slavers. Another and later version of the story is, that a contest, which lasted several hours, had ocourred between the Cyane and an English aloop-ofwar, in which the latter was captured.

As to the appointments for foreign missions, it is understood that they will be all sent to the Senate before the close of the week. Mr. Buchanan is still James, but all the others are in a state of uncertainty. According to the vote furnished by our correspondent, seven of the eight Senators who opposed the confirmation of General Dix, as Sub Treasurer,

Under the head of Affairs in Albany, the reader will find considerable information with regard to the proceedings of the Legislature, on matters of special interest to this city, as well as to the State at large The Tarbox bribery case occupied the attention of the Assembly till half-past ten o'clock on Saturday night. The result was the adoption of a resolution ordering the dismissal of Mr. Tarbox as an officer of the Louse, and his imprisonment in the Albany jail during the remainder of the session, and for a further term not exceeding six months.

Chief Justice Taney is reported to be very ill at his residence in Baltimore.

We have received files of the Diario de la Marina. published at Havana, to the 29th of March, but they contain no news of any interest, save what we give elsewhere, under the head of Central American affairs, and in connection with General Santa Anna. who had arrived in Havana by the English steamer, and had taken his departure for Vera Cruz. We looked with some degree of interest for the views which might be taken by the Cuban press of the inaugural message of President Pierce; but though they ninke extracts from the NEW YORK HERALD of the 9th of Ma. h-four days after the publication of the inaugural—they do not refer to this important document. Perhaps it is true, as stated a short time ago, that the journals containing it were excluded from the island.

Advices from Buchos A yes to the 18th ult. state that the revolution was still progressing. Several conflicts had of late taken place, in which Urquiza's forces gained ground. The French Admiral, having been authorized, had unsuccessfully endeavored to effect an armistice with Urquiza. The unitarians were exerting themselves to overthrow the insur gents-everything was in confusion, and commerce was at a very low ebb.

The report of the City Inspector, published in another column, shows that four hundred and one persons died during the week which ended last Saturday night. This was an increase of fourteen in the number of deaths when compared with the gross amount returned for the foregoing seven days There is no epidemic prevailing, and fevers are less prevalent. Fifty-eight adults died of the consumption, fourteen from congestion of the lungs, eleven from scarlet fever, and fifty-two from inflammatory affections. Twenty-four children were carried away by dropsy of the head, whilst croup, convulsion marasmus, and measles operated upon others with their usual intensity. The number of fatal casualities was very large, no less than sixteen grown up persons having met either sudden or violent deaths. Thus, five died from apoplexy, one from a ruptured aneurism of the aorta, four were drowned, three murdered-one having died from wounds previously received-and three committed suicide. Classifying the total according to sex, we find there were eights four men, one hundred and nine women, one has dred and three boys, and one hundred and five girls amongst the deceased. One hundred and twenty nine infants were under one year, and two hundre and thirty had not reached the age of ten. Two hundred and seventy-six of the number were Americans, sixty-seven natives of Ireland, thirty from Ger-

which exists for an enactment enforcing un exact, comprehensive, and uniform system of certifying, in cases of death. The loose and very indefinite manner in which many of our medical men certify, is a subject of very general remark, and has been point-edly alluded to in the excellent report of the present City Inspector, recently published. Some doctors seem to be too lazy-for, of course, they are al learned—to even spell the names of the diseases of which their patients died correctly. For insta "sprew" is written for "sprue," "consumtion" for "consumption, "bronkitis" for "bronchitis," and one gentleman solemnly certifies that a child died of "convulsions of the head." This is really "beginning our medical nomenclature too soon.

The journeymen printers of this city, in come quence of the advance in house rent, provisions, &c., have concluded to increase the price for their services at the rate of about fifteen per cent. In so doing they have but followed the example of all the other working classes, who found the remuneration for their services under the old system inadequate to meet their expenses. This movement will increase the simple cost of type-setting alone for the NEW YORK

HERALD about five thousand dollars a year. Father Gavazzi delivered another lecture, to a large audience, principally composed of Italians, at the Tabernacle, last evening. A full report is given elsewhere.

The Rev. Thomas De Witt, D.D., last evening preached an able sermon on the scriptural advantages of the Sabbath, at the Reformed Dutch church, Bleecker street.

Dr. Hatfield delivered a sermon, last evening, on "Light Reading," in which he severely castigated all the fashionable novels and works of fiction of the day, except Mrs. Stowe's "Uncle Tom's Cabin," which he classed with the "Pilgrim's Progress," and placed little lower than Milton's "Paradise Lost." A report appears in another column of this day's

The following are the heads of a portion of the contents of to-day's inside pages:-The cases of the Broadway and Second Avenue Railroads in the Supreme Court, including the opinion of Judge Edwards granting the injunction on the former road, supported by Judge Strong, and the substance of the dissenting opinion of Judge Morris; Passages of the clipper ships John Gilpin and Flying Fish to San Francisco; Series of articles from the leading English journals, relative to Gen. Pierce's Inaugural Address; The Burning of the British ship Berenice and murder of her officers and crew; Further from Texas: Communication from the Husband of Miss Denin; Commercial, Theatrical, and Miscellaneous News: Advertisements, &c.

New York and its Legislative and Judicial

There are few persons in this metropolis so enamored of the system pursued of late by its Common Council, or so confident in the probity and wisdom of the city fathers, that they will not rejoice at the recent measures taken by the judicial and legislative authorities to check the hitherto uncontrolled and unchallenged action of these to whom had been confided the vast interests of this city. We publish to-day two documents of engrossing interest on this subject, namely, the decision of Judge Edwards-concurred in by Judge Strong -given in the Supreme Court on Saturday. confirming the injunction against the Broadway and other city railroads, and the substance of the contrary decision of the other member of the Court. (Judge Morris,) taking a totally different view of the matter from that acted on by his learned associates.

The first-that of Judge Edwards and Strongseems to be predicated more particularly on the supposition that the streets of New York, but more especially Broadway, are private property and, therefore free from the action and beyond the control of the city government. The decision does not say so in so many words; it merely questions and leaves in abevance the right of the Corporation over the streets; but the idea pervades, and probably has led to the conclusion and judgement of the majority of the Bench. The tangible point on which the decision is made to turn is that the Common Council did not use a fair discretion in selecting the recipients of the Broadway Railroad grant; that it rejected, without any adequate public cause, various other offers which would have conduced more to the benefit of the city; and that, in fine, to use the words of the document, "there could be no other conclusion than that the Corporation has shown an entire disregard of the public interests and of its own duties."

On both of the grounds taken by the majority of the Court we dissent from the legality of the judgment. Nothing can be more preposterous than the idea, or insinuation, that the streets of the city are private property. If this judgment were to be received as law, then the owners of property on Broadway would be the personsnot the Mayor or Common Council-to make a railroad grant, and to license and exercise control over the omnibuses and other public conveyances plying through it. Then railroad tracks. laid down and in operation in other streets, might be torn up by a posse of proprietors. Then there would be no power in the city legislature to remove nuisances, or to prevent the owners of property extending the sidewalks into the centre of the road, taking up the gas or water pipes on their portion of property, or encumbering the street with their wares; or, if they thought that business was migrating upward too quickly, to their loss, there would be nothing to prevent the owners from turning Broadway into a cul-de-sac, by building across it at Fourth street. The supposition is too preposterous to require any sort of reasoning except that of ad absurdum.

The other ground assumed by the majority of the Court, appears to be no less untenable. If. as is alleged, the Common Council did not exercise any fair discretion in the awarding of railroad grants-if they even did allow themselves to be influenced by undue and criminal motives in making them-still the judiciary is not vested with power to impugn their motives or annul their action. The Common Council of New York is a legislative body, answerable to the people. by impeachment or criminal prosecution, for malfeasance in office, but quite independent of the judiciary for any other sort of legal proceedings. To our mind, the Marine Court might just as well issue an injunction to prevent the Legislature of the State from passing a new city charter, as for the Superior or Supreme Courts to take cognizance of the legislative action of the Common Council.

Such. we see, is also the opinion of the minority of the Court. Judge Morris has dissented from his colleagues on both these propositions, and has given a lucid statement of his opinion on the matter before him. In his opinion, the discretion of the Common Council has been unfortunately exercised; but he considers that since that body was invested with governmental power, the Courts have no autherity to interfere.

This, as we have said, is the true, rational, and legal exposition of the subject. Judge Morris is pre-eminently qualified to give a sound denary, and one from China. We would presupon the eision in this matter since he speaks on points shells.

with which he is more conversant than his coleagues, and of persons and things of which he might say with Eneas—quorum pars magna fui. Judge Morris was himself a member of the city legislature—having served as Mayor. Recorder, and, ex officio, President of the Board, of Supervisors. Therefore his experience is great, and his judgment is entitled to so much the more respect; and we have no doubt that when the matter is brought before the Court of Appeals, as we learn it will be, it will turn out that Judge Morris's opinion is the legal and con-

stitutional one. However, no matter what the decision of the Court of Appeals may be it will be of great interest and importance to this community, and exercise, no doubt, a very salutary and much needed influence over the affairs of this metropolis. In the meantime, the railroads which were being laid down in pursuance of the Corporation grant-the Second Avenue, for instance, which is in a state of much forwardness-will be placed in abeyance, and the grantees will have to wait until the judgment of the Supreme Court be either confirmed or reversed. Still. no matter how it may turn out, the suspension of railroad operations will be but temporary since the community has now recognized not only their desirableness. but their absolute necessity to accommodate the vast up and down town traffic of the public. We shall, however, always regret to see a railroad in Broadway.

If the grants to the present grantees be annulled, and if they be awarded on fairer and more unquestionable terms—as justice and fair play require they should—then we can console ourselves with the reflection that this time there will be less objectionable means used to obtain them. The amendments to the New York city charter, passed by the Legislature on Saturday, sufficiently guard and provide against the exercise of any favoritism in the awarding of railroad, ferry. or other grants, by providing that they shall be given to the highest bidder who shall give adequate security. There was no such clause in the former charter; and hence these extraordinary instances of discretion exhibited by the Common Council.

We may felicitate the public that the storm of indignation which has so recently surcharged the social atmosphere of this city, is dropping down such beneficent showers, and we trust that they will stimulate a luxurious harvest of prosperity, progress, and contentment, such as we have never before had any experience of.

THE SOUTHERN COMMERCIAL MOVEMENT .- The planters, cotton growers and merchants of the Southern States, have, it is known, for some time pest meditated and threatened the adop tion of measures calculated, in their opinion, to depreciate the greatness of this commercial metropolis, by diverting from it the trade of the South, and concentrating it in one of the ports of that section of the country. A convention of that body met last summer at Baltimore, and appointed to hold the annual convention for this year at Memphis, Tennessee, on the first Monday in June.

We understand that the principal and paramount objects contemplated by the convention, and to be brought under consideration at the meeting in Memphis, are definitely these :-

The establishment of a continental depot of cotton, in opposition to Liverpool.

The direct exportation of cotton by the planter, thus doing away with middle-men, middle ware-thouses, middle commissions, middle insurances, and all that interminable medium which eats up our substance and concentrates our exports at Liverpool.

To build up a Southern importing market, in oppo-

To build up a Southern importing market, in opposition to New York.

To establish, through railroad alliance, more sympathy with the great West and Northwest, socially, commercially, and nationally.

To have one or more lines of steamers to Europe.

To induce emigration through Southern ports, to pass to the West by a communication always open, expeditious and cheap; or to settle on our fertile lands.

To stimulate manufactures and general industry.

To educate our children at home—to spend our

realth at home.

To aim at commercial and industrial independence. These objects are all more or less laudable, and ous enterprises. By all means let the planters establish measures to transact a more immediate trade with the manufacturers, in the direct exportation of their cotton, and thus avoid the expenses, delays and inconveniences of middlemen, middle warehouses, and all that is wrong in the present system. By all means let them build railroads, establish trans-Atlantic steamers, stimulate manufactures, and educate their children at home. It is right that they should do so-the South will greatly profit thereby, and the whole country will share in the benefits of such a system of internal developement.

We don't fear, however, that New York or Liverpool will be utterly destroyed in the consummation of all these projects. We do not entertain any dread that our greatness or prosperity will suffer the slightest diminution. Not at all. The natural advantages of our situation will be a sufficient defence and barrier against all such attacks. The developments of the resources of the South will only give a stronger impetus to our present rapid rate of progress, and therefore, gentlemen of the Southern onvention, we are ready, with all our heart, to theer you on in your undertaking, knowing that if you carry out your projects, they will considerably improve the South and redound to the benefit of the country at large, and above all to that of this great commercial metropolis. Therefore, gentlemen, prepare to go ahead at Memphis, and don't let the whole scheme turn out a flash in the pan.

SECRETARY MARCY AND OUR WASHINGTON COR. RESPONDENTS .- We admonish our Washington correspondents that mere speculations and commentaries by telegraph, upon political matters or individuals are dear for the money. at five cents per word. Facts-facts-give us the facts and reports from good authority, and such pointed explanations as they may require to render them intelligible or effective. Lately, our despatches from Washington have enlarged pretty liberally to the disparagement or prejudice of Secretary Marcy. Will our telegraphic correspondents be kind enough to remember that there has been a little "too much of this" at the present rate of tolls-five cents per word. Let them inform us of all that is going on in the cabinet and among the politicians worth knowing, and we will undertake the guardianship of the Premier. We will take care to keep him on the right line.

THE COLLECTORSHIP-THE LATEST RUMOR,-It was rumored about town yesterday, among certain of the initiated hard shells, that Mr. Charles O'Conor, Mr. Dickinson, Mr. Sickles, and other hard shells, are to meet the President one day this week, to persuade him even yet to nominate Augustus Schell for Collector. If he will promise them to do it, Mr. Dickinson is to resign to let Mr. Schell step in-if not, not This will be very interesting news to the soft

An interesting article will be found in our columns this morning, descriptive of the new Territory of Washington, which is formed of the northern half of Oregon, and to which Major Stevens, of the Coast Survey, has been assigned as the first Governor. We are informed by Governor Doty, of Wis-

consin, late from Washington City, that the principal object in appointing a topographical engineer of the superior abilities of Major Stevens to Washington Territory, is to secure. not only a survey of the territory itself, but, as the paramount object of his expedition, a careful survey of the whole route-say from Lake Michigan westward to Puget's Sound-on the Pacific coast, with the view to the practicability of said route for a railroad. By this route Major Stevens will probably pass the Rocky Mountains, through some of the defiles of the northernmost sources of the Missouri, five or six degrees north of the South Pass. On the western side of the mountains he will strike that branch of the Columbia known as Clark's river, and will follow it, perhaps, westwardly to Fort Okanagon, where it suddenly bends to the southward. From this point the survey, if there should be a practical pass, will strike westwardly over the Cascade range of mountains to Puget's Sound. one hundred and fifty miles, more or less, to the northward from the mouth of the Columbia. The advantages of this route are, first, its comparative abundance of timber throughout its whole extent, thus affording the materials for the substructure of the road, and for bridges, stations, houses, fuel. &c., which will be required; secondly, the land along almost the entire length of the route is susceptible of settlement and cultivation, thus giving a practical guarantee of an inhabited line, which will afford protection, subsistence, ready repairs, and a large amount of way traffic to the road. The disadvantages of this route will no doubt be discovered by Mater Stevens to be the deep snows of winter, impracticable mountain defiles and barriers, and a country west of the Rocky Mountains altogether too abruptly broken up by mountains, and hills, and bluffs, and deep canones, and volcanic debris. too rough and rocky entirely for

the Pacific Railroad. The second survey, which will be detailed under the appropriation of \$150,000, as we learn, will take the familiar popular route of the Platte river, the South Pass, the Great Salt Lake, Mary's river, across the desert, Towson's, or some other pass, over the Sierra Nevada Mountains, and thence down the Sacramento to San Francisco. Of this route it is not necessary to say much, for it is almost as well known as the Cumberland road. Its great advantages are, its centrality, its directness, its gradual ascents and descents, its long levels, its advantageous passes, its wholesome climate from one extremity to the other. Its greatest drawbacks are, the sparsity of timber along the entire line, and the natural obstacles of its soil and climate to the settle-

ment or cultivation of the land. The third surveying corps, we understand will take the southern route proposed by Mr. Rusk, of Texas, crossing Arkansas, the Indian territory, the northern corner of Texas, and across New Mexico to Albuquerque, and thence through some pass in that direction to the western side of the Rocky Mountains, and thence via the Spanish trail across the desert basin, turning the Sierra Madre Mountains at Walker's Pass, and striking the Pacific at San Diego. some five hundred miles south of San Francisco. We apprehend there is no advantage in this route over the other two, but that it combines, in an aggravated form, the worst disadvantages of both. From the frontiers of Arkansas it is but little more, by this southern line, than one continuous dreary, desolate, howling desert, to the Pacific ocean-hot as Africa in summer, while in the winter the mountains about Albuquerque are unfrequently covered with from thirty to forty feet of snow. vide-Fremont's tatal expedition.

The results of the several surveys, however, will determine the location of the Pacific Railroad. We trust that each of the two remaining corps to be detailed will also be under the control of some efficient scientific officer, upon whose observations and report the government and the public may rely. And of one factwhatever route may be resolved upon-of one important fact we are quite sure: that the most careful scientific surveys will show that the proposed Pacific Railroad, if it is to be built within the next ten years, will not only require all the private skill, enterprise, and capital of the country that can be brought to bear upon it, but the credit of the government to the liberal margin of at least a hundred millions before the work is done.

The President of the United States has made a good beginning in the preliminary work of the surveys. Let him follow it up, and by the meeting of the next Congress we shall be able to know which is the route for that great idea of the age-that great work of manifest destiny -a continuous railroad from New York westward to the Pacific ocean. Meantime, why does not our Legislature put the ball in motion?

AN ATTACK UPON THE SCHOOL FUND .-- A bill has passed the Senate of this State, and is now before the Assembly, "to authorize the Superintendent of Common Schools to purchase Stryker's American Register, for the common school districts of this State." This bill provides that the State Superintendent is authorized to purchase of James Stryker, the conductor of Stryker's American Register. his associates or successors, so many volumes of said work as shall be sufficient to supply the school districts that may signify their desire to purchase or obtain the same-the volumes to be bound, and not to exceed in price two dollars each, at which rate the Superintendent is to pay for the same out of the public moneys appropriated to district libraries. The distribution of the books is to be at the expense of the State, and to be paid out of the same fund. We have in our office a copy of Stryker's Register. It is a magazine, of which five volumes were published, the last, we believe, in 1851. As there are about eleven thousand school districts in the State. this will be a fine job for the proprietor, should the bill pass and the districts all take his magazine, at ten dollars per set; but it seems to us wrong to take over one hundred thousand dollars from a part of the school fund appropriated to district libraries, to purchase a work of comparatively small value, when so many more useful works for the people can be had for the money. The bill provides, also, for future subscriptions by the State to this magazine, should it be published, to be paid for out of the same library fend-thus committing the State to an unlimited amount, to sustain this periodical.

WHAT THE PROPLE OF ENGLAND THING OF GENERAL PIERCE.—The President's inaugural address seems to have puzzled our transatlantic brethren. The London Times a thick and thin supporter of General Pierce during the canvass-has suddenly shifted its ground and iilted the President of its affections. The inaugural, according to this amiable expounder, contains doctrines directly opposed, not only to the principles of honor and equity, but also to the best interests of this republic. "Territorial expansion" has frightened the "thunderer of Printing House square." The notion of a practical movement, set on foot by the President, to annex "possessions not within our jurisdiction," has roused all the jealousy of the British lion, and, with tail erect and quivering mane, he is ready to pounce on whomsoever shall threaten to usurp his sove-

reignty of the seas. Such, at all events, is the picture presented by the leading newspaper of Great Britain. Other journals-the Morning Chronicle, for instance-take a totally different view of the inaugural, and absolutely charge Gen. Pierce with federalism, in its most fossil shape. All the democratic professions contained in the former are set down as rhetorical flourishes, which are qualified and neutralized by the context and sequel. President Pierce is to rule. says the Chronicle, according to the old conservative doctrines; and, loudly as the progress party in this country have boasted of the advanced ideas of the new President, the British editor finds in the inaugural good grounds for congratulating General Pierce on the marked moderation and conservatism of his tone, as contrasted with that of Mr. Everett.

We need not expatiate on the obtuseness of our neighbors in all that concerns America. But a few years ago honest Londoners wondered that an American could be white; and though the progress of education in Great Britain has been highly creditable since then, our excellent brethren d'outre mer have not yet mastered the rudiments of our politics. Hence the amusing nonsense they occasionally talk; hence it was, that when the nominations were made, the London Times, being told by some sagacious correspondent that the issue was free trade or protection, promptly espoused the cause of General Pierce; hence it was, that long after the lone star and other similar follies had become a stale joke on this side of the water. the same journal used to entertain its readers with portentous accounts of the movements of that terrible fraternity; hence it is that at present the London press are divided in opinion with respect to the inaugural-one portion declaring that it goes too far, the other that it does not go far enough. One can easily comprehend how the Morn-

ing Chronicle, and other minor journals, should

have failed to appreciate the democratic and expansive tendencies of General Pierce's opening address. or to reconcile the desire for territorial aggrandizement with a high sense of national duty and honor. Whatever territory the British have recently added to their empire has been obtained in deliberate violation of every precept of national duty-the lex fortioris has been the only law British officers have recognized; and, if the nations whose independent rights they have trampled under foot have been weak and semi-barbarous tribes, the offence of their oppressor is rather aggravated than mitigated by the fact. Our territorial limits have been expanded by no such means; and when General Pierce used the expressions which have puzzled the London editors, he merely meant to convey his intention of pursuing the policy of his predecessors. The Chronicle's error is, we repeat, natural enough. But it is a matter of some wonder that so high a commercial and political authority as the Times, should at once have read in the passage where General Pierce states that "the attitude of the United States, as a nation, and their position on the globe, may render the equisition of certain possessions not within their jurisdiction eminently necessary, important for their protection, and, perhaps, in the future, essential for the preservation of the rights of commerce and the peace of the world." are announcements of designs against Cuba and Mexico. Are these the only spots on the continent to which the sentence will apply? Has the Times never heard of Tehuantepec. and the strip of land which Mexico ceded to a citizen of this country and then strove to wrest from its owner? Was there nobody in London who could tell the Times that at the time the inaugural was penned Mexico refused in violation of its own contract, to cede to this country, or its citizens, a "possession not within our jurisdiction, but eminently necessary for our protection, and, perhaps, in the future, essential for the preservation of the rights of commerce and the peace of the world?" editor of the Times must read up his file of the HERALD before he lectures us again on our wickedness.

We hope that there is yet some chance for the United States Senate to take up the copyright question, and do something with it, one way or the other. If the old wiseheads and wiseacres of that distinguished body will only condescend to consider the constitutionality of that old fashioned principle, that "honesty is the best policy," we apprehend there will be little difficulty in arriving at the constitutionality of the proposed copyright law. Let our vast book monopolies of New York. Boston and Philadelphia be compelled by law to abandon the practice of paying foreign authors for their foreign trash, and we shall have a respectable literature of our own, which will have the direct tendency of checking the deadly poison which has been for years diffused through all the arteries of our social system, by our aforesaid pious book monopolies. We do trust the good old people of the Senate will take this matter up, put on their spectacles and look into it, and see if they cannot reconcile this copyright treaty-a measure of justice, honesty, and public morality-with the constitution of the United States. We should be happy if we could brush away the cobwebs from their dusty imaginations; but when a kink of unconstitutionality gets into their heads, these old folks of the Senate must be left to fight out the abstraction among themselves. The bill for the Pacific Railroad got snarled up in just such a kink of unconstitutionality. The State of Mississippi repudiated her debts on just such a plea. We hope the United States Senate will not thus attempt to shirk the responsibility of meeting the copyright question face to face, by dodging behind the scare-crow of its unconstitutionality. For the sake of fair, open manly treatment, yea or nay on the merits of the question.

THE SENATE AND THE COPYRIGHT QUESTION .-

CCLONIZATION —The ship Earsbee has been chartered, and will said from Paitimore for Liberia about the 25th itst.

The April Form of the Law Courts.

The April term of the State Courts of this city willcommence to-day—the first Monday of the month—andthat of the United States Courts to morrow, Tuesday. There will be two trial branches of the Superior Com-and two of the Common Pleas, where the calendars a still very heavy, notwithstanding the vast number cases that have been disposed of. On the calendar of the Superior Court, made up for the ensuing three months, there are no less than nine hundred and thirty causes for trial before the summer vacation—including six actions against the Mayor and Corporation of New York, nine sgainst banks, twelve against railroad companies, thirty-

various other public institutions.

The great number of suits in which insurance companies are defendants shows their leve of htigation; and this proneness of some of those institutions to contest almost every claim made against them for losses by fire and death, no doubt deters many persons from investing their money in other offices, where the companies act with honor and nunctuality.

with honor and punctuality.

The business of the Court of Oyer and Terminer, which also commences this day, before Judge Edwards and Aldermen Doherty and Peck, will be very serious. There are no less than six murder cases for trial, including those of Thomas Nearey for the murder of his wife, Pat rick Fitzgerald for a similar crime, and Louis De C for the recent murder of Eugene Melville, at the corner of

Greenwich and Reade streets In the United States Circuit Court, which will be opened on Tuesday, before Judge Nelson, the case of the extradi-tion of Thomas Kane, charged with shooting with intent to kill, and claimed by the British government as a fugitive from justice in Ireland, will be brought up, the matter having been sent back by the Court of Appeals for a re-hearing. We trust there will be no such excitement as on the last occasion, and no such scene enacted as to the Tombs, when the police were savagely assaulted with stones by a desperate mob. The sagacity of Chief

Matsell will, however, provide against a similar onslaught.
In accordance with the established practice, the Grand Jury will be empanelled in the Court of Sessions, and all criminal cases where the parties are not already indicted will be submitted for their action. In capital ones, on * bill being found, it will be transmitted for trial to the Court of Oyer and Terminer. For trial in the General Sessions there are several grave cases of felony in the higher degrees, the colice reports having lately exhibit-ed even a larger number than usual of violence to persons, as stabbing, highway robbery, and one atrocious case of rape, for which four persons are now in custody. The charge of burglary against the two policemen w possibly, be brought to trial. All these, together with an ordinary number of grand larcenies, &c., will be dis-

In the regular routine the Recorder would preside during the coming term, but being still engaged in the inestigation of the charges against the Common Council, Judge Bebee will occupy his place. The Aldermen in rotation, are Messrs. Ward and Denman, of the Fifteenth

and Sixteenth wards.

Towards the close of the last term Alderman Smith, by his counsel, pressed for a trial on the indictment pen against him, as he had declined to exercise his functions un til the charge had been investigated and disposed of; but the engagements of the District Attorney precluded the pos sibility of then proceeding, and it is more than probable that the higher Court of Oyer and Terminer being simultaneously in session may lead to the same result now.

Mr. Blunt has, however, a most able and efficient reprehe hoped the public, who are almost as anxious as the defendant, may be gratified by the trial being had.

The annexed is the calendar of crime, as returned by Mr. Edmonds, the keeper of the prison :-

	NDAR.
Murder 5	False pretences 4
Robbery 6	Slung shot 1
Burglary 6	Grand lareeny
Rape	Abandonment11
Attempt to kill 4	
Forgery 3	Total
	er will be brought on trial in
the Court of Oyer and Termi	ner.

Marine Affairs.

THE NEW STEAMSHIP AUGUSTA. The new steamship Augusta, the last addition to Mr. S, L. Mitchill's New York and Savannah steam line, made a most excellent trial trip on Saturday. Her capabilities had been tested the previous week, in two short trips

down the bay, but as some further improvements had afterwards been introduced into her engine, it was determined to test her again. She started from her dock at the Novelty Works, foot of Twelfth street, at half-past 8 o'clock, and arrived at Fort Hamilton in forty minutes. From the fort on Governor's Island to the fort at the Narrows, her time was but twenty-two minutes exactly, very nearly eight miles, according to the United States survey, without allowing for a considerable detour to avoid the shad fishery grounds, and with a pressure of eighteen pounds of steam twenty miles were gons

of revolutions of her wheel, with a pressure of eighteen pounds to the square inch, was twenty per minute, cutting off half inch; vacuum twenty-five and a half to water, as supplied by Pirsson's condensers, of 135 deg. water, as supplied by risson's concenses, of 100 days.
Fabrenheit. The engine, which is an "oscillator," worked with unsurpassed regularity and smoothness during the whole time of the excursion—nearly six hours—without once stopping, and when she got back to her dock, there was not the least perception of heat in her journals—a most extraordinary circumstance with a new engine which had been worked up to twenty turns This is the fourth vessel Messrs. Stillman, Allen & Co., of the Novelty Works, have fitted with engines of this de-

scription—namely: the Illinois (double engines;) John L. Stephens, Edgar, (built for the Mexican government,) and now the Augusta, all of which have more than answered the expectations of the builders. Independent of its action being direct from the piston rod to the shaft. and the power thereby much increased, it occupies much less space and weight than the ordinary side lever, or eam engine; has a much smaller number of parts, the strain upon the engine is much less, the liablility to fracture, consequently greatly diminished, and the cost of construction less. From the great success which has attended the introduction of this peculiar engine into ships, it is very probable they will eventually be of general The hull of the Augusta was built by Mr. William H.

Webb. She is a very handsomely modelled vessel, very sharp, with plain billet head and round stern, without ornament; save a narrow red streak, she is of a uniform black outside. Her lines are "hollow," a peculiarity o Mr. Webb's vessels, of his own conception, adopted some time back, and which he has seen no reason to abandon. Her burthen is about 1,500 tens. Her length on deck is 225 feet; breadth of beam, 35 feet; depth of hold, 21 4 feet. She has an entire solid bottom with live oak tops and ends, and she is strapped with double diagonal brace from stem to stern. -She carries three masts, the fore

The interior of the vessel is very complete. The saloons of which there are four, two on the upper deck, (over which is a fine promenade deck,) and two on the lower week—are fitted up in a rich and tasty manner. There is lso a lades' boudofr on the lower deck, complete with every elegance. The state rooms number sixty one twenty in the upper and forty-one in the lower saloonseach being fitted with two berths. The vessel, however, can accommodate with berths from 160 to 180 passengers on an emergency, independent of the steerage. All vessel the light and ventilation are most perfect, and nothing has been overlooked that can contribute in any way to the convenience of those who may journey on her

The Augusta, to judge by the speed at which she went fair to be the fastest boat in the Southern trade. With the model of a clipper, and an engine of such power and regularity of works as that on board the Augusta, it must be a fast vessel indeed that will beat her. She must seen become the favorite boat of the line. The following are the officers of the vessel—all of whom were lately attached to the Florida:—

Captain—Hoss. Lyon, (Commodore of the line.)

Mate—J. Crowell.

Chief Engineer—Michael Smith.

Purser—C Culver.

Steward—T. C. Chiek.

The Augusta is now lying at her dock, foot of Pier No.

4. N. R., and will sail on Wednesday for Savannah, with, no doubt, a large list of passengers.

The Steament Empire Criv arrived yesterday from New Orleans, via Havann. She arrived at Havann in 55 hours fair to be the fastest boat in the Southern trade. With

Orleans, via Havana. She arrived at Havana in 55 hours from New Orleans, on the 18th ult , and left at 8 A.M.

on the 29th.

The French Carpenters.
TO THE EDITOR OF THE HERALD.

In your remarks on the proceedings at the meeting of French Carpenters on Thursday evening, 31st March, you stated that they had egreed to an augmentation of two shillings on the former prices, whereas it we five shillings, (or reventeen shillings per day); two shillings to be pad out of each day's salary, by every workman in employ, towards the fund for the surport of the memployed beinging to the society. Oblice us by concering the error in your next paper. Yours respectfully,

CHATELER, See, etary.